

'WILD PETE' HAS SENSATIONAL RUN UP MOUNTAIN SIDE

Los Angeles Driver Guides Wolf
Up Slippery Roads in Record
Time of 35 Minutes

LOS ANGELES, Oct. 27.—The Mt. Wilson toll road is generally quite slippery after a rain, even though it be several days after the deluge. Also, at night, it is dark.

Granted, the moon can disperse some of the gloom on the high corners and over some of the humps, but in the canyons, and in the fog the moon counts for very little when it comes to lighting up affairs at large.

However, the Chevrolet Wolf, the little "four-ninety" model, broke its own stock car record up Mt. Wilson last Monday night, when "Wild Pete" Eschardes went up the nine and a half miles of twisting, slippery road in 35 minutes flat, thereby clipping one minute from the record made last month by Fred Aubert in the same car, when he made the grade sealed in high gear in 36 minutes flat.

Aubert was to have driven this run, but in a practice spin on the mountain the day before he skidded on a wet and dangerous turn and came out of the struggle with a twisted tendon in his back, so was forced to call for volunteers.

Eschardes Gets Chance
Everybody connected with the company wanted a chance to dash up the hill, but the honor fell to Pete because he is known and counted as the wildest of the lot and yet one of those drivers born under a lucky star. Eschardes is not a driver by profession, but is the leading salesman on the force.

After he had found out that it was up to him to send the "Wolf" up the mountain, he hustled out in the morning, riding up and down the grade in one of the "four ninety" demonstrators. By 6 o'clock in the evening he claimed to have a smattering knowledge of the 120 turns and switchbacks which clutter up the road.

The idea of this climb was to make a run at night and when the road was not in the best of condition in order that the automobile fans could have a chance to see a stock car perform over a difficult and dangerous road. The car was lighted with a battery of five spotlights, besides its headlights, and made quite a flare on going up the hill.

After the officials, headed by Dean B. Cronwell, the chief timer, in the care of Manager Bolton, had been reported safe at the top and nicely settled before a fire in the hotel, Owen Bird was sent away to clear the road. His car was given a 20-minute start, then the "Wolf" got under way.

Crowd Witnesses Run
Pete and his riding partner, Perry, opened the Chevrolet accelerator and the car roared up the hill. The course of the car could be followed for the first three miles of the road, as the lights flashed around the curves, by the occupants of the 400 machines parked along the road by the toll house. Those who chose to see the run from the foothill highway were better fixed, as they could follow the run for a distance of five miles, including the final mile at the top.

OIL BATH FREES MAXWELL CAR OF JARS ON CLUTCH

Sudden taking hold of the clutch of an automobile, that frequent and exasperating annoyance in the operation of the ordinary machine which all but precipitates the passengers from the car and works considerable damage to the motor car in general, is said to have been completely eliminated in the Maxwell through a unique construction of the Maxwell clutch.

Engineers and expert automobile builders for many years have sought a solution of this problem, the same being the subject of painstaking investigation and experimentation. To a greater or lesser degree it is said this damaging annoyance in the driving of a motor car has been eliminated and it is stated that the Maxwell Motor Company has been eminently successful in completely doing away with even the possibilities of a sudden gripping clutch.

In order to obtain this desirable feature in automobile construction, the Maxwell clutch assembly housing has been so constructed that the clutch is continuously subjected to an oil bath. When operating the clutch, in making gear changes, the clutch falls back into position in such a manner that the film of oil which covers the clutch lining is gradually but rapidly squeezed from the lining, the clutch at the same time taking a firmer and firmer hold. The operation is automatic, but absolutely sure, and without jar to the cars.

The speed with which it is accomplished depends largely upon the speed at which the car is traveling and the dexterity of the driver in making gear changes.

It is stated by the best-posted authorities that a rough operating clutch does an immeasurable amount of damage to a car in a short period of time, producing quickly rear axle trouble, motor trouble and finally laying up the car.

MORE WOMEN STUDENTS
BERLIN, Germany.—The number of women at German universities underwent a further considerable increase during the past summer semester. The total was 5460, which denotes a gain of some 1300 over the number when the war broke out. Out of every 100 students present at the universities 10.5 are women, whereas the proportion before the war was only 6.7 and if the resident women students be taken into account, not less than 42.3 per cent of the students present are now women.

Three miles from the summit the car ran into a heavy fog bank and was lost to view until it broke through again on the last switchback near the top. It then went over the crest and its arrival was announced by a big flare of red fire burned in a wash tub donated to the cause by Manager Cory of Mt. Wilson hotel.

Previous to the record run the "Wolf" had just returned from a hard trip over the summit of the San Bernardino mountains to Big Bear, where it ran into the first snowstorm of the season. For three days the little car was bucking its way over the mud and snow of the mountains and the wind-swept roads of the Mojave desert.

ALL YEAR 'ROUND TYPE OF BODY IS BEST SAYS EXPERT

General Manager of Cole Motor
Car Company Says Motoring
a Pleasure With Two Types

The popular all-year-round type of automobile body is giving autumn touring an added attraction this year which has been practically unknown in previous seasons, in the opinion of A. F. Knobloch, general manager of the Cole Motor Car Company of Indianapolis, whose Cole-Springfield types of cars were the hit of the season as soon as they were announced a few weeks ago. The idea of an open and closed car in one unit just fits the requirements for fall driving, he says.

"Any automobile tourist knows that the autumn months are the most satisfactory for country driving, except for the quick changes in the weather," declared Mr. Knobloch at a meeting of Indianapolis businessmen a few days ago. "At this season of the year, the roads are in the best condition and during normal weather the air itself is a tonic better than any medicinal preparation ever prescribed by our friends the doctors. In the past, however, we have encountered this difficulty. We have left on a beautiful, mild Thursday with our open car and by Saturday we had to put up the side curtains and continue to shiver with the cold. If we departed on a cold Thursday with our limousine, the cloud rolled away on Friday and Saturday found us wishing for the open car again.

"The only way to get the most out of fall touring was to have both an open and a closed car on hand. Of course that was impractical. At the same time, it was most provoking to be penned up in a limousine when the weather was warm and pleasant, and it was just as annoying to freeze in an open car during cold weather. Today this disagreeable situation has been done away with by the advent of the Cole-Springfield type of cars.

"The Cole Company was the first to incorporate these admirable all-season bodies in the manufacture of eight-cylinder cars. The notable feature of the body is that its glass sides are removable, and removable in such a way that a child can make the change while the car is on the road. When the sides are removed the car has every advantage of the open touring car with an added advantage, in that the top is permanent and keeps the sun off the heads of the passengers. The view to the right and left, in front and behind, has no obstruction whatever.

"As night draws on and the weather gets colder, it is but a simple matter to reinstate the glass panels and the car is immediately transformed into a cozy, luxurious limousine with all the comforts for which the expensive enclosed equipage has been noted since its origination.

"When one considers that this type of car can now be bought at a price even lower than that of the average limousine, he will instantly appreciate the reason for the tremendous popularity of our Cole-Springfield models. As soon as we learned that that type of

body could be obtained as standard equipment on some of the Eight models, we put in our orders for them. We have taken no little pride in the fact that we were the first eight-cylinder motor car company to announce them, and that with them we have struck a popular chord is best proved by the scores of orders for them we have received."

In addition to the Cole-Springfield Tour sedan which is an interchangeable touring car and limousine, the Cole Motor Car Company also offers a Tour coupe—a four passenger roadster and coupe all in one, also with Springfield type of body.

WOMAN RUNS AUTO SHOP

LOS ANGELES, Cal.—Down in El Paso, where echoes of the Mexican trouble are loudest and where sometimes the echoes are not all that float across the Rio Grande, there is a woman who is carving for herself a high place in the business world.

She is Mave Maloney, head of one of the largest automobile supply houses in the southwest and district distributor for the Master carburetor. Mrs. Maloney isn't letting the war bother her except as to help her business. Then she is right on deck, as her recent supervision of the Master tests on army motorcycles showed. But she is building up a mighty fine trade in Texas for the Master.

Mrs. Maloney is supplied with carburetors through the local house and Manager C. G. Harness declares she is one of the best "salesmen" on the books. Considering the motored population of her territory, she ranks as the leader in the West.

KIDNAPPED GIRL RETURNS

INDIANAPOLIS, Ind.—A hunt for Lorine Merriman, nine years old, kidnapped from the home of her aunt, Mrs. Luella Overman, here four years ago, ended when the girl was returned to Indianapolis from Grand Forks, B. C. The child had been left in Canada by a woman supposed to be her mother.

BOMB THROWER KILLS TWO WITH GRENADE

GLASGOW, Scotland.—James O'Hara, a wounded and discharged soldier, learned the art of bomb-throwing at the front and grew callous in regard to the results.

A crowd of men and women in the rear of the tenement became noisy. O'Hara asked for quiet, and when he received a decisive reply hurled a hand grenade into the crowd. One man and a girl of 19 years were killed and a dozen other persons were wounded.

When O'Hara was arrested it was discovered that he had in his possession a quantity of ammunition.



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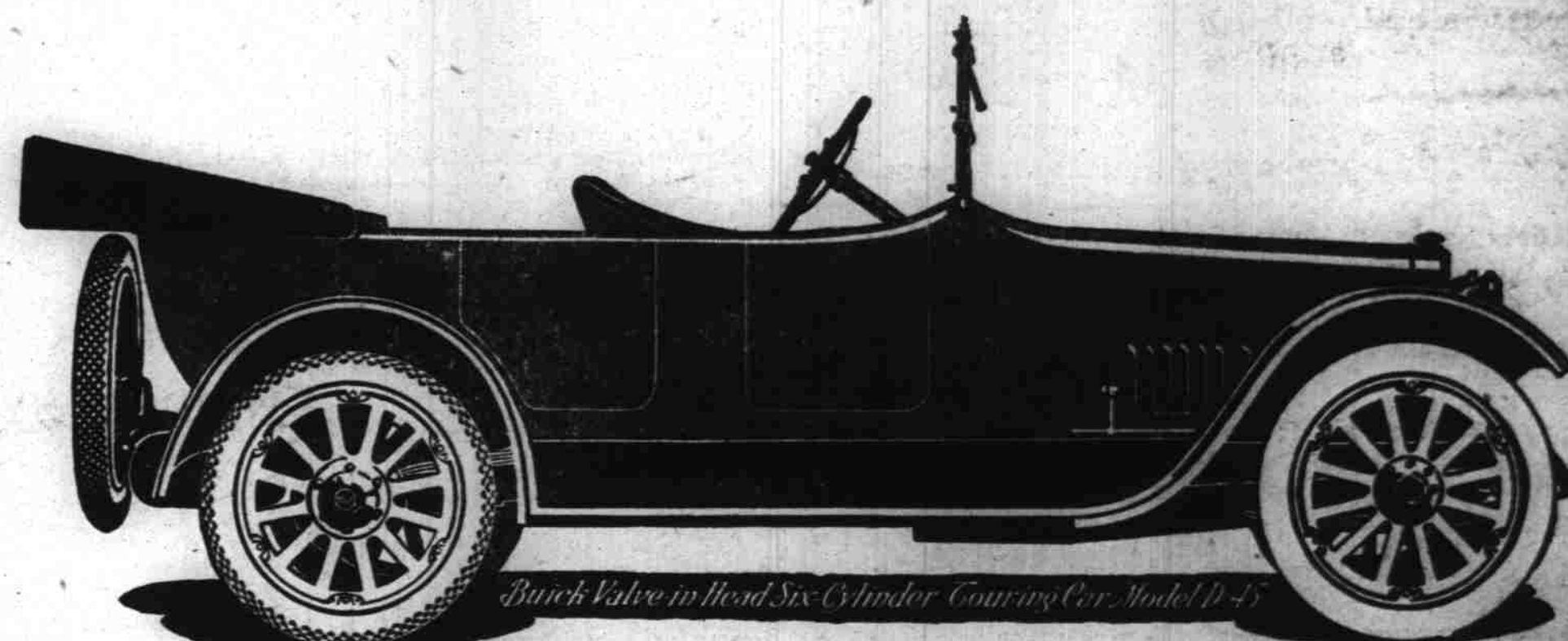
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